



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, July 16, 2015: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

Teleconferencing Information: Number: 1-800-832-0736 – Participant Code: 7334636

Please use for web connection: <http://scag.adobeconnect.com/twg91814/>

AGENDA

Introductions

Receive and File

1. Meeting Summary 6-18-15 (Attachment)
2. 2016 RTP/SCS Agenda Outlook (Attachment)
3. 2016 RTP/SCS Policy Committee Meetings Outlook (Attachment)

Information Items

4. Public Health Update (Rye Baerg) (Attachment)
5. Policy Growth Forecast: Local Review and Input Process (Frank Wen) (Attachment)
6. 2016 RTP/SCS PEIR Overview (Lijin Sun) (Attachment)



**SOUTHERN CALIFORNIA
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Item 1 Attachment:
Meeting Summary



TECHNICAL WORKING GROUP (TWG)

June 18, 2015

Meeting Summary

The following is a summary of discussions at the Technical Working Group meeting of June 18, 2015.

Receive and File

- 1. Meeting Summary 5-21-15**
- 2. Agenda Outlook for the Development of the 2016 RTP/SCS**
- 3. 2016-2040 Potential Policy Committee Meetings Outlook**

Information Items

Joe DiStefano, Principal, AICP, Calthorpe Analytics, provided an overview of his earlier presentation at the Special Joint Policy Committees meeting.

Deborah Diep, representing OCCOG, requested the impact results for each of the four scenarios for each of the target years for GHG emissions. Naresh Amatya, SCAG staff, stated that he will have this information available at a future TWG meeting.

Sarah Jepson, SCAG staff, provided a report on both Active Transportation and Public Health. Ms. Jepson stated that her staff is planning to have public working groups on both topics in July. Ms. Jepson further stated that the consultant team will be available to provide details on the public health module. She also reported that the Active Transportation investment strategies for all the scenarios are available. Alan Thompson has been providing updates to the TWG as well as the policy committees.

- 4. 2016 RTP/SCS Transportation Finance**
- 5. 2016 RTP/SCS Overview of HOV/HOT/Toll Roads/Express Lanes**

Annie Nam, SCAG staff, provided an overview of the 2016 RTP/SCS Financial Plan Development, including key assumptions. Ms. Nam also outlined areas for further refinement, including system preservation work and addressing local streets and roads maintenance.
- 6. California's Active Transportation Program/Cycle 2 Update**

Stephen Patchan, SCAG staff, provided an overview of the Active Transportation program, including a future schedule and a table outlining the application submissions. Mr. Patchan stated that staff is in the process of cross-referencing the list of applications with Caltrans' list and that should be available soon. Mr. Patchan further stated that staff

will be evaluating applications through July and in October the statewide projects will be approved by the CTC.

7. Governor's Climate Change Executive Order Update

Ping Chang, SCAG staff, stated that the Governor's Executive Order aligns California's GHG targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris later this year. The executive action sets the stage for the important work being done on climate change by the Legislature.



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Item 2 Attachment:
2016 RTP/SCS Agenda Outlook

Agenda Outlook for the Development of the 2016 RTP/SCS

(Note: Revised to put the outlook in chronological order as suggested at the Sept. 2014 TWG)

- Strikethrough signifies item was not covered

June 2013

- Potential approach/process, coordination between various technical working groups and policy committees, and updated overall schedule for the development of the 2016 RTP/SCS

January 2014

- System Preservation and system operation focus in the 2012 RTP/SCS and our current efforts on Pavement and Bridge condition database/management

February 2014

- System Performance Measures and MAP-21 requirements under Performance Based Planning and implications of MAP-21
- Local Input Process for Growth Forecast/Land Use (Scenario Planning) for 2016 RTP/SCS, including growth forecast and technology

March 2014

- Performance Based Planning and implications of MAP-21: Safety Performance Measures
- Overview of baseline and innovative funding sources adopted in the 2012 RTP/SCS including underlying technical assumptions/methodology/analysis under Transportation Finance
- Overview of cost assumptions/cost modal for the 2012 RTP/SCS under Transportation Finance
- Model and Tools and Datasets to be used in the 2016 RTP/SCS
- Overview of Aviation program in the 2012 RTP/SCS with a focus on ground transportation improvements

May 2014

- OCTA Draft Long Range Plan Update
- System Preservation Update
- Draft Paper on TOD benefits, challenges and best practices
- Active Transportation Program Update
- Local Input Survey Update
- MAP-21 Safety NPRM Update
- CalEnviro Screen Tool

June 2014

- SCAG Active Transportation Results from the 2011 Household Travel Survey
- 2016 RTP/SCS Modeling variables matrix
- Statewide and MPO Planning Rules NPRM Update
- California Active Transportation Program Update

July 2014

- 2016 RTP/SCS Modeling Variables Matrix

September 2014

- 2016 RTP/SCS Development Agenda Outlook
- Status of Local Input for the 2016 RTP/SCS; Growth Forecast Update
- Modeling Update
- CAL LOTS Update

October 2014

- Overview of SCS in the 2012 RTP/SCS
- Current status of SCS implementation (Local Implementation survey)
- Environmental Justice (First EJ Workshop will be held on 10/23)
- Map Collaborator Database (A web based tool to collect data and develop open space plan.)

November 2014

- Discussion on existing and proposed Performance Measures
- Role of Technology in the 2016 RTP/SCS
- Development of alternative scenarios (Scenario Planning) for 2016 RTP/SCS, including growth forecast, technology
- Emerging issues/themes that could influence 2016 SCS
- ~~Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)~~
- ~~Emerging New Technology Applications~~

December 2014

- ~~Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS~~
- ~~Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis~~
- ~~Updated forecast/land use distribution for 2016 RTP/SCS~~
- ~~Updated SCS for 2016 RTP/SCS~~
- ~~Overview of Active Transportation Strategy in the 2012 RTP/SCS~~
- ~~Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS~~
- **Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)**
- **Update on 2016 RTP/SCS Schedule**
- **Update on research and analysis for RTP/SCS strategies**

January 2015

- ~~Asset Management and Infrastructure Performance Measures~~
- ~~Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis~~
- ~~Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS~~
- ~~Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS~~
- ~~Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis~~

- ~~Updated forecast/land use distribution for 2016 RTP/SCS~~
- ~~Updated SCS for 2016 RTP/SCS~~
- ~~Overview of Active Transportation Strategy in the 2012 RTP/SCS~~
- ~~Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS~~
- Draft 2016-2040 RTP/SCS Datasets for two Scenarios 1) Local Input 2) Updated 2012-35 RTP/SCS and analysis relative to HQTAs, TPAs and Local Specific Plans
- Preview of the Progress Report/General Framework presentation for the 2016 RTP/SCS to be given at the February 5 Joint Regional Council/Policy Committee Meeting

February 2015

- Program EIR
- Overview of RTP/SCS Transit Element
- Overview of RTP/SCS Passenger Rail Element
- **2015 Active Transportation Program**
- **Public Health Framework for 2016-2040 RTP/SCS**
- **Environmental Justice Framework**
- **Draft Scenario Planning Matrix**
- **2015 Local Profiles Status Update**
- **Best Practices Research Project Status Update**

March 2015

- **Affordable Housing Sustainable Communities Grant Criteria**
- **Draft Scenario Matrix**
- **2016 RTP/SCS Performance Measures**
- **Asset Management and Condition Overview**
- **Active Transportation Program (ATP) Regional Guidelines**
- **2016 RTP/SCS Active Transportation Progress Update**
- **California Transportation Plan 2040**
- ~~Public Participation Plan~~

April 2015

- **Progress Update on Active Transportation and the 2016 RTP/SCS**
- **Public Health Analysis Framework**
- **Scenario Planning Model**
- ~~Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis~~
- ~~Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS~~

May 2015

- Overview of Aviation Program Update in the RTP/SCS
- **2016 RTP/SCS Performance Measures**

- Scenario Planning Model- Performance Results
- Overview of Highways/Arterials in the RTP/SCS
- 2016 RTP/SCS Workshop Overview and Schedule
- Progress update on the PEIR development for the 2016 RTP/SCS

June 2015

- 2016 RTP/SCS Transportation Finance
- 2016 RTP/SCS Overview of HOV/HOT/Toll Roads/Express Lanes
- California's Active Transportation Program – Cycle 2 Update
- Governor's Climate Change Executive Order Update

July 2015

- **Overview of the PEIR for the 2016 RTP/SCS**
- **Policy Growth Forecast: Local Review and Input Process**
- **Public Health Update**

August 2015

- Draft 2016 RTP/SCS Document Components
- Transportation Conformity

Note: The Agenda Outlook is intended as a reference for TWG and is subject to change as needed and appropriate as things progress.

Legend:

Light Grey Font: Items already presented

Regular Grey Font: Future Agenda Items

Bold Face Fonts: New or revised Agenda Items



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Item 3 Attachment:
2016 RTP/SCS Policy Committee Meetings Outlook

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Potential Policy Committee Meetings Outlook**

2015 Meeting Dates	Topic	Committee ¹			
		Joint	TC	CEHDC	EEC
March 5	Draft Scenario Planning Matrix		X	X	X
	Environmental Justice Framework		X	X	X
	Public Health Planning & Analysis Framework		X	X	X
	Release of Notice of Preparation of Program Environmental Impact Report (PEIR)				X
April 2	Focus on System Operation and Preservation	X			
May 7	Draft Scenario Planning and SCS Workshops Rollout	General Assembly			
June 4	Active Transportation		X		
	Rail and Transit		X		
	Regional Aviation		X		
	Regional Goods Movement		X		
	2016 South Coast Air Quality Management Plan				X
June 18	Goals/Objectives/Performance Measures	X			
	Scenario Results - Land Use/Urban Form Focus	X			
	Subject Matter Speaker: Jim Madaffer, CTC	X			
July 2	Highways/Arterials		X		
	HOV/HOT/Toll Roads/Express Lanes		X		
	Emerging Technology Consideration in 2016 RTP/SCS		X		
	Active Transportation			X	X
	Public Health			X	X
	Environmental Justice, Policy Choices & Mitigations				X
	PEIR Approaches to Mitigation Measures				X
July 23	Regional Aviation		X		
	Highways/Arterials		X		
August 6	Summary of Findings from Workshops	X			
	PEIR Approaches to Alternatives	X			
	Affordable Housing Presentation by Steve PonTell	X			
August 20	Transportation Finance	X			
	Potential Expert Subject Matter Speakers	X			
September 3	Review and Consider Staff Recommendation on All Elements of Draft 2016 RTP/SCS	X			
	PEIR Findings, Draft Technical Studies, and Draft PEIR	X			
	Draft Transportation Conformity Determination	X			
	Transmittal of Draft 2016 South Coast Air Quality Management Plan Appendix IV-C	X			
October 8	Consideration of the Release of Draft PEIR and Draft 2016 RTP/SCS	X			

¹ Committee abbreviations include (in order of appearance): Joint (Joint Policy Committee); TC (Transportation Committee); CEHDC (Community, Economic & Human Development Committee); and EEC (Energy & Environment Committee).



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Item 4 Attachment:
Public Health Update

Draft Public Strategies and Actions for the 2016 RTP/SCS

Strategies and Actions

Strategy 1 - Leadership and Collaboration: Provide leadership in collaboration with the county transportation commissions, the county departments of public health, subregional partners, health industry leaders, local cities, and other local stakeholder groups to measure and improve public health outcomes by expanding increasing awareness of the relationship between the social determinants of health and the built environment throughout the region.

- Action A: Increase regional engagement and collaboration on the issue of public health, as related to the built environment and SCAG core planning functions, by raising awareness among policy leaders, agency staff, businesses, and the public.
- Action B: Facilitate information exchange and region-wide collaboration through SCAG Committees, health forums, and issue integration within other SCAG-led forums (active transportation, poverty, economy, etc.).
- Action C: Develop and sustain partnerships with governmental agencies, local non-profit organizations, private foundations, and other stakeholder groups to leverage existing activities and accelerate the adoption of policies that support public health considerations in day to day planning activities.

Strategy 2 - Policy and Analysis: Develop, support, and implement balanced regional policies using a Health in All Policies approach to drive positive health outcomes for all residents of the SCAG region related to accessibility, air quality, climate resiliency, economic wellbeing, physical activity, and transportation safety.

- Action A: Integrate public health considerations throughout SCAG's decision making processes and future planning activities.
- Action B: Collaborate with regional partners to develop information on a broad spectrum of health issues through data/statistics collection, modeling enhancements, and research.
- Action C: Collaborate with interested County Transportation Commissions to integrate public health related analysis and planning projects into the Joint Work Programs.
- Action D: Support local and regional agencies in the application of health, equity and sustainability consideration in transportation and land use policy efforts and identify policies that may create barriers to improving public health outcomes.
- Action E: Support opportunities for cooperative multiagency/multi-municipality data systems, data sharing and resource pooling.

Strategy 3 - Regional Support: Provide support to regional and local initiatives, agencies, and partners, including the sharing of data, statistics, benchmarks, and analysis tools, to help local agencies integrate public health considerations into the multimodal transportation, economic development, job creation and land use planning processes.

- Action A: Provide technical assistance to local agencies to support implementation of the 2016 RTP/SCS, such as continued support through the Sustainability Program Grants for transportation, land-use, and sustainability planning focused on improved health outcomes.
- Action B: Develop resources such as fact sheets, documentation of best practices, policy templates, Toolbox Tuesday trainings, and website resources to support local jurisdictions interested in incorporating public health considerations into their planning processes.
- Action C: Seek funding to support local planning efforts and consider implementing regional demonstration programs aimed at integrating public health considerations into planning efforts and provide support and assistance to local agencies seeking grant funding for projects that align with the public health goals of the RTP/SCS.

DRAFT



**SOUTHERN CALIFORNIA
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Item 5 Attachment:
Policy Growth Forecast/
Local Review Input Process

Draft Policy Growth Forecast Development and Review Process

Technical Working Group
July 16, 2015



SB 375 Requirements/Process: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

- SB 375 requires the RTP to contain an SCS component which sets forth a forecasted development pattern to reduce the per capita greenhouse gas emissions from automobiles and light-duty trucks
- Scenario planning to provide the public with a clear understanding of the issues and policy choices
- Four scenarios were presented
 - With four distinct growth forecast/land use patterns
 - Other components

Preliminary Scenario Planning Matrix

To help facilitate policy discussions during the development of the draft Regional Transportation Plan/Sustainable Communities Strategy, SCAG will develop one baseline and three additional scenarios to evaluate how each performs in terms of sustainability, mobility and other performance metrics. In response to stakeholder input, scenarios A and B include expanded policy concepts to target health, social equity and reflect advancements in technology. The policy concepts refer to visioning for new land use, transportation, or housing decisions.

2016
2040 **RTPSCS**

As of April 22, 2015

POLICY DRIVERS/PERFORMANCE METRICS: ACCESSIBILITY | CLIMATE RESILIENCE & ADAPTATION | ECONOMY | ENVIRONMENTAL JUSTICE | MOBILITY | PUBLIC HEALTH | SOCIAL EQUITY | SUSTAINABILITY

POLICY INPUTS

PLAN ELEMENTS - DATA INPUT CATEGORIES

Land Use Socio-Economic Data (SED) & Housing

Farm & Natural Lands Conservation

Highway/Roadway Network (includes freight)

Transit/High-Speed Rail

Active Transportation

Technology/Innovation

Finance Pricing/Incentives

Transportation Demand Management (TDM) & Transportation System Management (TSM)

1 NO BUILD/BASELINE

No build newwork and trend SED

Trend Baseline

Protect resource areas (farmlands and natural lands) based on local input.

Baseline

Baseline

Baseline

No new inputs

Baseline

Baseline

2 2012 RTP/SCS-UPDATED WITH LOCAL INPUT

Updated growth forecast—includes most of the robust land use and transportation strategies that led to the success of the 2012 RTP/SCS

Local Input

Protect resource areas (farmlands and natural lands) based on local input.

2012 plan amendment 2 + New County Transportation Commission (CTC) input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

3 POLICY A

Update 2012 Policies for Active Transportation, public health, Environmental Justice (EJ), technology, millennials. Balance GHG, air, livability benefits with transportation capacity efficiency

Scenario 2 + 2012 land use (LU) policy updated. Emphasize multi-family Target 70/30 Multi-Family (MF)/Single-Family Detached (SFD) housing type for new development. Focus on rail corridors and HOTAs.

Scenario 2 + encourage land preservation techniques including Transfer of Development Rights and preservation easements within and across jurisdictions

Scenario 2 + Additional emphasis on system preservation

Scenario 2 + Add additional high quality (HQ) transit corridors based on feedback from transit operators + Livable Blvd/Complete Corridors (transit + Active Transportation (AT) + LU Strategy)

Scenario 2 + Focus on AT for regional trips. Expanded Regional Corridors. First/Last Mile Implementation, Livable Blvd/Complete Corridors (transit + AT + LU Strategy).

Assume a modest rate/depth of penetration of new transportation innovations; Primarily private investment; Supportive public policy

Scenario 2 + Any further modifications reflecting recent economic trends and legislative initiatives

Scenario 2 + Assume additional benefits resulting from transportation technology/innovations

4 POLICY B

"Push the envelope." Comprehensive "short trip" strategy. Maximize GHG, air quality, livability, public health, EJ, affordability benefits. Assume profound technology effects

Scenario 3 + Target 70/30 MF/SFD housing type for new development

Scenario 3 + Support new development in areas not vulnerable to sea-level rise + Avoid natural hazard areas + Exclude unprotected, high quality habitat areas

Scenario 3

Scenario 3 + Assume up to 50% decrease in peak period bus headways, eliminated bus lanes

Scenario 3 + Comprehensive "short trip" strategy, including AT + shared-use, Neighborhood Electric Vehicle (NEV), etc.

Assume an aggressive rate/depth of penetration of new transportation innovations; Public & private investment; More supportive public policy

Unconstrained

Scenario 3 + Assume additional benefits – e.g. 2% reduction HGV trips; benefits resulting from transportation technology/innovations

PERFORMANCE METRICS

About the Draft Policy Growth Forecast

- As part of the scenario planning exercise performed in accordance with SB 375, SCAG developed a Draft Policy Growth Forecast which was sent out on 6/24/15 to local jurisdictions and subregions for review and comment with deadline of 7/17/2015
- The goal of this Draft Policy Growth Forecast is to maximize the reductions of GHG/VMT and maximize the degree of other related co-benefits (e.g., public health) from the large transportation investments in our region focusing on transit and first/last mile.
- This is done by identifying opportunity areas with current and/or future transit investments where high density housing is mostly likely to occur in the future
- The Draft Policy Growth Forecast also better supports the State's GHG goals (e.g., Executive Order B-30-15)

About the Draft Policy Growth Forecast

- SCAG staff reported on the Draft Policy Growth Forecast to CEHD on 7/2/2015 and explained local review and input process
- CEHD's comments included:
 - Extend the comment/review deadline
 - Present growth difference between local input and policy growth forecast on Traffic Analysis Zone to facilitate the review
 - Raise concerns about possible usage and implications of SCAG sub-jurisdictional level data by other agencies
- Email sent by SCAG staff on 7/14/2015 extending deadline to 7/31/2015, and providing TAZ map with growth difference
- SCAG staff look forward to any additional information from locals as part of technical verification of the data

Several important Notes About the Draft Policy Growth Forecast

- ❑ Draft Policy Growth Forecast is similar to the land use patterns that the RC adopted as part of the 2012 RTP/SCS;
- ❑ While entitlement information should have already been provided to SCAG in the last three years as part of local input process, SCAG staff welcomes any additional or new information to verify the technical data;
- ❑ Local jurisdiction's land use policies and regulations are not required to be consistent with the RTP/SCS,; since its adoption, many jurisdictions actually have voluntarily used the 2012 RTP/SCS as guidance in their General Plan updates;
- ❑ Sub-jurisdictional data is advisory only, Jurisdictional totals shall be maintained and will be adopted by RC as part of 2016 RTP/SCS.
- ❑ Staff are actively seeking technical input on the data sets and maps distributed. The policy question of what land use pattern to include in the draft 2016 RTP/SCS will be determined by the Regional Council

Discussion/Questions?

For more information visit

<http://scagrtpscs.net/Pages/default.aspx>





SOUTHERN CALIFORNIA
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Item 6 Attachment:
2016 RTP/SCS PEIR Overview



2016
2040 RTPSCS

PROGRAM ENVIRONMENTAL
IMPACT REPORT

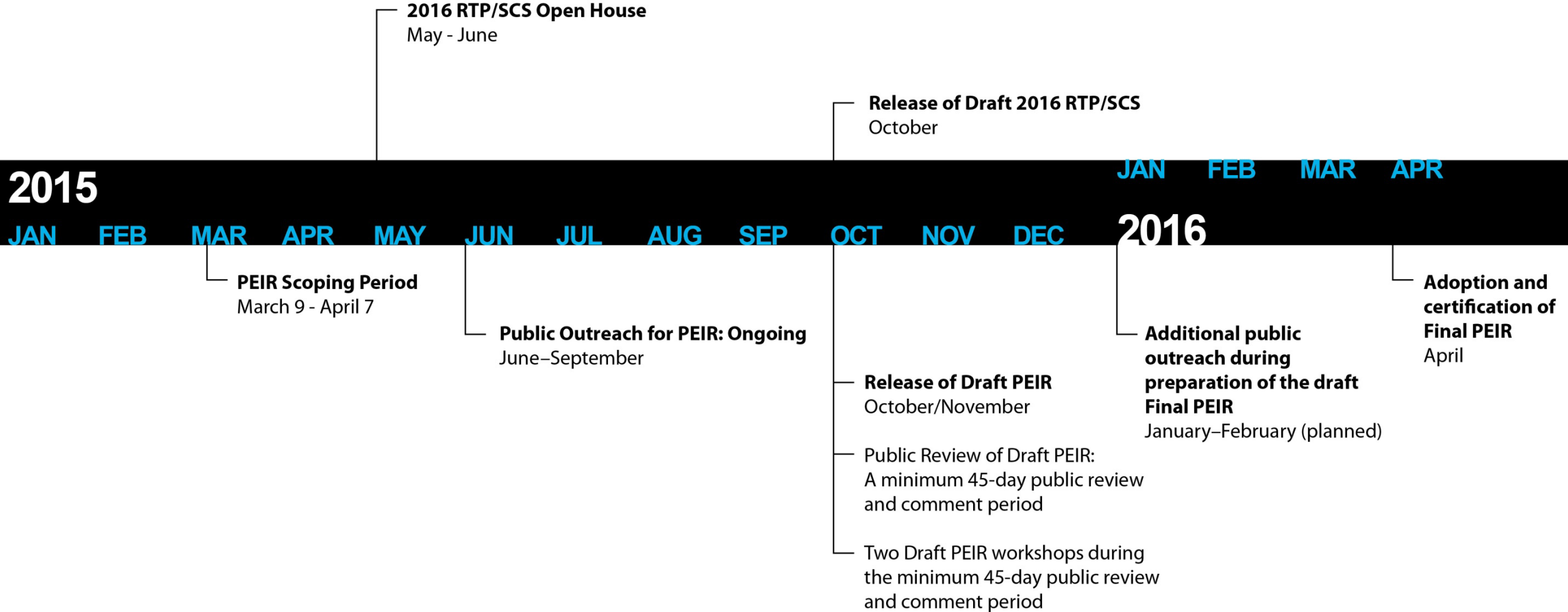
Technical Working Group

A Presentation by the Southern California Association of Governments
July 16, 2015

Introduction: SCAG PEIR Project Team

- Huasha Liu, SCAG Director, Land Use & Environmental Planning
- Ping Chang, SCAG Acting Manager
- Lijin Sun, SCAG Project Manager
- Joann Africa, SCAG Chief Counsel/Director of Legal Services
- Justine Block, SCAG Deputy Legal Counsel
- Pat Chen, Special Counsel
- Marie Campbell, Sapphos Environmental, Inc. Strategic Environmental Compliance
- Lucy Lin, Sapphos Environmental, Inc. Manager Environmental Services
- Eric Charlton, Sapphos Environmental, Inc. PEIR PM
- Victoria Hsu, Sapphos Environmental, Inc. PEIR Assistant PM/ Air Quality and Greenhouse Gas Emissions Coordinator
- Jim Dill, Kleinfelder, Inc., Health Risk Assessment

2016 RTP/SCS and PEIR Schedule



Organization of Presentation

- PEIR Project Team
- Schedule
- Outreach
- Background and Project Description
- Legal Landscape
- 2016 PEIR Scope of Content and Approaches
- Discussion

2016 RTP/SCS PEIR Outreach Approach

- Early Identification and Ongoing Engagement of Stakeholders
- Solicit Input on the Draft PEIR
- During the last two weeks, the PEIR Project Team met with key stakeholders to seek input regarding the proposed approaches to the 2016 RTP/SCS PEIR analysis.
- Acknowledge stakeholder issues that were identified during preparation of the 2012 RTP/SCS PEIR
 - Recognize the limits of SCAG's authority
 - Fulfill SCAG's responsibilities as a lead agency pursuant to the California Environmental Quality Act (CEQA)
 - Distinguish between SCAG commitments and project-level lead agency responsibilities
 - Maintain flexibility for lead agencies at project-level implementation
 - Allow for efficient and effective implementation of RTP/SCS projects
 - Facilitate CEQA streamlining and tiering

SCAG 2016 RTP/SCS PEIR

Background and Project Description

Project Description of the 2016 RTP/SCS

- Federal (23 USC § 134(i)) and State law (Cal. Govt. Code § 65080) require that the RTP be updated every 4 years
- SB 375 requires the RTP to contain an SCS component to reduce the per capita greenhouse gas emissions from automobiles and light-duty trucks
- SCAG Regional Council approved the 2012 RTP/SCS in April 2012
- Refined vision, goals, and policies of the 2016 RTP/SCS expected to remain substantively aligned with the 2012 RTP/SCS
- Expanded performance measures for the 2016 RTP/SCS
- Expanded discussions of key issues:
 - Public health
 - Scenario planning
 - Technology
 - Active transportation (e.g., develop first mile/last mile to transit stations)
 - Environmental Justice
 - RTP/SCS public participation

Legal Background: GHG Impacts Under CEQA

- Executive Order S-03-05
- California Global Warming Solutions Act of 2006 (AB 32)
- Sustainable Communities and Climate Protection Act of 2008 (SB 375)
- Executive Order B-16-12
- First ARB Update to the Climate Change Scoping Plan (adopted May 2014)
 - State is on track to meet 2020 targets set by AB 32
 - Includes recommendations for establishing a mid-term emissions limit that aligns with the State's long-term goal of an emissions limit 80% below 1990 levels by 2050

Legal Background: GHG Impacts Under CEQA (continued)

- Executive Order B-30-15
 - Reiterates the 2050 GHG emissions target (under S-03-05) of 80% below 1990 levels
 - Sets a *new interim target* of 40% below 1990 levels by 2030
- SB 32 (passed by the Senate, pending in the Assembly)
If SB 32 becomes law in its current state, it would:
 - Codify the 2050 goal under Executive Order S-03-05 and codify the 2030 target in Executive Order B-30-15
 - Provide discretion to ARB to set new interim GHG emissions level target to be achieved by 2040
- ARB's current plans to develop interim GHG targets
 - Initiate public process this summer
 - Update Scoping Plan in 2016 to provide framework for achieving 2030 target

Other New Legislation to be Considered during Preparation of the Draft PEIR

- AB 52
 - Native American resources and tribal consultation
- SB 743
 - CEQA streamlining in TPAs
- SB 226
 - CEQA streamlining for infill projects

CEQA Litigation Related to Air Quality / GHG Impacts

- *Cleveland National Forest Foundation et al. v. San Diego Association of Governments (SANDAG)* (pending before the California Supreme Court)
 - Whether the EIR for a RTP/SCS must include an analysis of the plan's consistency with the GHG emission reduction goals reflected in EO S-03-05, to comply with CEQA
 - Appellate Court found the SANDAG PEIR improperly deferred mitigation measures for air quality impacts and failed to set performance standards; and certain GHG mitigation measures did not qualify as mitigation since they required too little effort to implement, while others were unrealistic
- *Sierra Club v. County of Fresno* (pending before the California Supreme Court)
 - Whether an EIR must correlate the project's expected air emissions with adverse health impacts

SCAG 2016 RTP/SCS PEIR

Scoping

2016 RTP/SCS PEIR Scoping: Comments in Response to the NOP by Topic

SCAG received 26 letters of comment in response to the NOP

	Breakdown of the NOP Comments by Topic Areas	Number
PEIR	Project Description	2
	Air Quality	6
	Biological Resources and Open Space	3
	Cultural Resources	2
	Greenhouse Gas Emissions and Climate Change	1
	Hydrology and Water Resources	2
	Land Use and Planning	1
	Population, Housing and Employment	2
	Transportation, Traffic and Safety	4
	Mitigation Measures	9
	Alternatives	6
2016 RTP/SCS	Vision, Goals, Policies, and Performance Measures	6
	Transportation Infrastructure and Technology	1
	Land Use Strategies	2
	RTP/SCS Scenario Planning	4
	Public Participation Process	3

SCAG 2016 RTP/SCS PEIR Approaches

Proposed Refinements to 2012 RTP/SCS PEIR

SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 1: Structure and Theme

- Structure the contents of the Draft PEIR to more closely resemble sample questions included in Appendix G of the CEQA Guidelines
- Include discussions of Plan (2016 RTP/SCS) benefits in the analysis of PEIR topic areas, where applicable
 - Analyze PEIR topic areas with a public health lens, where applicable

SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 2: Greenhouse Gas Emissions and Climate Change Analysis

- Include the discussion and consistency analysis of the 2016 RTP/SCS with the 2030 target as established in Executive Order B-30-15 and the 2050 target as established in Executive Orders S-3-05 and B-16-12
- Include the consideration of climate adaptation
- Include a discussion of the First Update to the Climate Change Scoping Plan
- Include consideration of SB 32 in the analysis, in the event that SB 32 becomes law
 - Analysis of the 2030 (EO B-30-15), the potential interim 2040, and 2050 goals
- Include a discussion on California Cap and Trade Program

SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 3: Air Quality / Health Risk Assessment (HRA)

- Increase the number of transportation segments in the HRA analysis from 8 to 16
 - 2012 segments: I-405 in Seal Beach, I-710 in Compton, I-8 -east of El Centro, SR-60 in Ontario, SR-91 in Corona, US 101 in Thousand Oaks, SR 60 near Diamond Bar, I-15 in Ontario
- Follow OEHHA's revised Guidance Manual and the updated cancer risk computer tool (HARP 2), including greater sensitivity in children and infants
- Characterize population (age and income) data for areas within 500 feet of transportation corridors with mobile sources of diesel emissions

SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 3: Consideration of Health Information

- Acknowledge California legislation and initiatives
- Research Results on Land Use, Transportation, and Community Design
 - Residents in walkable neighborhoods are more likely to meet physical activity guidelines
 - Public transit users are more likely to meet Surgeon General recommendations for physical activity
 - Greater health benefits can be achieved by increasing the amount (duration, frequency, or intensity) of physical activity.

SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 4: Alternatives Analysis

- No Project Alternative. Major transportation projects that are reasonably foreseeable from the adopted 2012 RTP/SCS, as last amended in September 2014.
- Refined 2012 RTP/SCS Alternative. A continued implementation of policies, strategies, and projects from the 2012 RTP/SCS with updated socioeconomic and demographic information.
- Intensified Transportation and Land Use Integration Alternative. A more intensified integration of transportation and land use projects and policies aimed at further reducing vehicle miles traveled and greenhouse gas and criteria pollutant emissions to improve mobility, accessibility, and sustainability. This Alternative could include more mixed-use, infill development, increased densities in urban cores, new technological innovations, and/or additional transit and active transportation strategies.

SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 5: Mitigation Measures

- Recent CEQA litigation warrants evaluation of the mitigation approach for the 2016 RTP/SCS PEIR
- Program EIRs must identify mitigation for significant impacts
- Formulation of mitigation measures should not be deferred until some future time. However measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant effect of the project and which may be accomplished in more than one specified way
- SCAG has considered a wide range of options of mitigation approach
- Primary goal is to satisfy SCAG's responsibilities as the lead agency under CEQA within the confines of its limited authority. The PEIR will strive to maintain flexibility at the project level while retaining legal defensibility.

SCAG 2016 RTP/SCS PEIR Proposed Mitigation Approach: Performance-Based Approach

- Recognizes the limits of SCAG's authority
- Each potential significant impact would include SCAG mitigation measures
- Each potential significant impact would include a "catch-all" mitigation measure, stating that local agencies "can and should" (rather than "shall") comply with the generally applicable performance standards for the resource area
- Example mitigation measures would be provided
- Optimizes flexibility for mitigation/permit approach at project-level implementation
- Facilitates CEQA streamlining and tiering
- Performance-based measures used successfully in SANDAG (Implementing Agency) 2011 Draft PEIR
- Used selectively in SACOG (Non-implementing Agency) 2012 document
- Normally Used at Program-Level

SCAG 2016 RTP/SCS PEIR Proposed Mitigation Approach: Performance-Based Approach

Sample Language:

Threshold of Significance: Increase GHG Emissions Compared to Existing Conditions

Example SCAG Mitigation Measures (Greenhouse Gas Emissions):

GHG MM1: In an effort to maintain regional GHG emissions at or below existing conditions, SCAG shall, through its on-going outreach and technical assistance programs, work with and encourage local governments to adopt policies and develop practices that lead to GHG emission reductions. These activities will include, but are not limited to, providing technical assistance and information sharing on developing local Climate Action Plans.

GHG MM2: SCAG shall work with the business community, including the Southern California Leadership Council and the Global Land Use and Environment Council, to develop regional economic strategies that promote energy savings and GHG emission reduction.

GHG MM3: SCAG, in its capacity as a Clean Cities Coalition, shall work with member local governments to promote the use of alternative fuel technology.

GHG MM4: SCAG shall work with utilities, sub-regions, and other stakeholders to promote accelerated penetration of zero and/or near-zero emission vehicles in the region, including developing a strategy for the deployment of public charging infrastructure.

SCAG 2016 RTP/SCS PEIR Proposed Mitigation Approach: Performance-Based Approach

Example Project-level Mitigation Measure (Greenhouse Gas Emissions)

Consistent with the provisions of Sections 15091 and 15126.4(c) of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the emission of greenhouse gases from RTP/SCS projects and other regionally significant projects such that GHG emissions are maintained at or reduced below existing conditions. These mitigation measures are within the responsibility and jurisdiction of the project-level Lead Agencies.

GHG MM5: Lead Agencies can and should consider mitigation measures to mitigate the significant effects of greenhouse gas emissions, consistent with Section 15126.4(c) of the State CEQA Guidelines, applicable General Plans, Climate Action Plans or other locally adopted policies and plans that include GHG mitigation and adaptation measures or other comparable measures such as:

- Demonstration of consistency with the goals and strategies of the 2016–2040 RTP/SCS for the reduction of greenhouse gas emissions.
- Implementation of measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency’s decision.

SCAG 2016 RTP/SCS PEIR Proposed Mitigation Approach: Performance-Based Approach

Example Project-Level Mitigation Measures (Greenhouse Gas Emissions) -- Continued

- Emissions reductions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines, may include but are not limited to the following measures that have been successfully employed in the SCAG Region:
 - Solicit bids that include use of energy and fuel-efficient fleets;
 - Solicit preference construction bids that use Best Available Control Technology (BACT);
 - Employ use of alternative fueled vehicles;
 - Use lighting systems that are energy efficient, such as LED technology;
 - Streamline permitting process to infill, redevelopment, and energy-efficient projects;
 - Use an adopted emissions calculator to estimate construction-related emissions;
 - Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
 - Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
 - Use of lighter-colored pavement where feasible;
 - Recycle construction debris to maximum extent feasible; and
 - Plant native California shade trees in or near projects where feasible.
- Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions.
- Measures that sequester greenhouse gases.

SCAG 2016 RTP/SCS PEIR

DISCUSSION



Thank you !

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